

MAY 2020

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE
NATIONAL

Falcon

NEWS



1960 Falcon Station Wagon
Michael Purcell
Coral Springs, Florida

ON THE COVER

While we are living in the midst of a worldwide pandemic, our lifestyles have been forced to change for an indefinite time. It's interesting how club members have been coping, from the early stages of distancing to the later times of complete isolation. One such story, from the early stages of the shut-down, came to us from Michael Purcell (FCA #6679) of Coral Springs, Florida. We have chosen to feature his station wagon as our cover Falcon this month. A description of the photo came with his email and it includes a story of some great family time—of course with his Falcon. It sounds like a great family outing and a vision of hope for Falcon future outings!

We had a camping trip planned and my 15 year old son was INSISTENT on taking our 1960 Falcon wagon. All I could think of was, "How are we gonna secure kayaks to the roof? The kayaks will dent the roof. The ropes will scrape the paint! There's gonna be too much weight on the back, etc, etc." But he REALLY wanted to do it, so we brainstormed and came up with this. Long story short, the trip went flawlessly for the 200 mile roundtrip excursion. Our son even got a chance to practice his three-on-the-tree shifting skills for 90 miles on the return trip. All the best and hope to see y'all at the Ohio National!

—Michael, Ryan and Ramona Purcell

In this month's issue, you will find a photo journal of some of the various projects our members have been undertaking during this time under their "stay-at-home" orders. When this is all over and we are let loose, our Falcons are going to be raring to go. I'd personally like to thank all of you who sent in photos or made them available to share. —Editor

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To access the online magazine, technical articles, and membership directory, use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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CALENDAR OF EVENTS

May 1-2, 2020

**2020 KCFCA Regional
Shillington, Pennsylvania**

Hosted by Keystone Chapter

**KCFCA REGIONAL
CANCELLED**

July 23-25, 2020

**FCA 41st National Meet
Dayton, Ohio**

Hosted by Ohio Valley Chapter

August 21-22, 2020

**Northeast Chapter's 2020 Regional
Warwick, Rhode Island**

Hosted by Northeast Chapter

August 28-29, 2020

**Carolinas Chapter 14th Regional
Kannapolis, North Carolina**

Hosted by Carolinas Chapter

September 11-12, 2020

**Mid America Regional
Branson, Missouri**

Hosted by Mid America Chapter

The Welk resort is temporarily closed. In order to make reservations at this time, email www.WelkBranson.com. It may take some time for them to reply. Phones are not being monitored at this time. We plan that our show will go on as planned.

September 12, 2020

**Pacific Northwest Mini-Regional
Ellensburg, Washington**

Hosted by Inland Northwest Chapter

October 2-3, 2020

**2020 Pacific Regional
Sacramento, California**

Hosted by River City Chapter

**PACIFIC REGIONAL
CANCELLED**

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.



THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

PRESIDENT'S MESSAGE



Jim Guthrie
FCA President

Proposed By-Laws Amendments

At the Annual Business Meeting in Dayton in July, you, the membership will be asked to consider changes to the FCA By-Laws.

The FCA has seven elected officers: five Directors, and the President and Vice President. In order for the Board of Directors to take any action, they need to have three votes by Board members in favor of the action. The President and Vice President are not members of the Board and have no voting rights. The net effect is that three of seven elected officers have the ability to set policy and direction without the concurrence of either the President or Vice President.

The proposed amendments would make the President and Vice President members of the Board of Directors with full voting rights and would make the President the Chair of the Board of Directors. A new majority would require four votes instead of three.

These proposals have been unanimously approved by the current officers and we urge your support. A copy of the proposed amendments may be found on page 21 of this issue.

Thank you for your consideration and remember to take a young person to a car event.

—Jim (FCA#12897)
e-mail: guthriejasr@gmail.com
Phone: 816-288-7469

SMOKY MOUNTAIN FUN



BY DEE BOWES

The Tennessee Valley Falcon Chapter's Regional was held at the TalleyHo Inn off of Hwy. 73 in Townsend, Tennessee on October 4 & 5, 2019, in the heart of the Smoky Mountains. There were 87 Falcons present, 190 people attended, and 13 registered with no cars. We had Falcons from 29 different states and four from Australia who came across the pond to attend as well.

The weather was absolutely perfect with over-average temperatures in the upper 70s and lower 80s. That is very unusual for this



time of the year. Rain only came the day we were all leaving to go home.

On the first day of the Regional, 28 Falcons lined up at 9 AM to travel to the Foothills Parkway for a cruise of 35.8 miles. Alternate routes were given for those who wanted to opt out early from going the entire route. On our first stop we stopped at an overlook where you can look over the mountains and into the Smoky Mountain Park. Folks who were not with us stopped to

admire our Falcons and take pictures. About 30 minutes later we continued our journey on the Parkway. We saw tops of the mountains, the lows of the valleys, along with where the houses and fields were. The sky was a brilliant blue with cirrus clouds overhead and the sun was shining brightly.

Next we stopped at Metcalf Bottoms picnic area where we admired more mountain views and took advantage of their modern outhouse restrooms.

We had been forewarned about seeing bears, but we did not see any. We could see the Little River flowing along, not far from our scheduled stop. After this stop, we continued back to Townsend and the TalleyHo Inn.

When we arrived back, the Tennessee Valley Chapter ladies had a nice lunch awaiting us in the hospitality room with drinks and dessert. It was

Continued on page 6



SMOKY MOUNTAIN FUN

Continued from page 5

great to see and talk to everyone that came from all over—near and far—to be at the Regional.

Most spent the rest of the day getting their Falcons ready for the next day. Some did go to Pigeon Forge or to Sevierville to shop or catch an attraction. That evening a lot of us caravanned to different restaurants in the area to taste what wonderful food they had to offer. Later on we gathered for our Ice Cream Social. Everyone looks forward to both the ice cream and the fellowship found at this traditional gathering.

Saturday was the big day when all the attendees came together to show

their Falcons. On-lookers came to view the wide varieties that we had on the open show field. Sswap meet vendors were stocked with plenty of parts—new and old. Our vendors included Melvin's Classic Ford Parts, Obsolete Ford Parts, Baxter's Signs and Harry Cox.

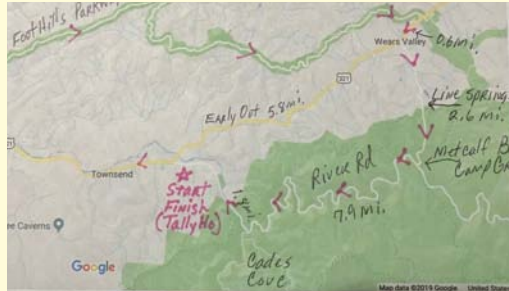
Our awards ceremony was started with the Pledge of Allegiance and our many veterans who have fought for our freedoms were recognized. Four new members joined our Chapter.

Saturday evening we had a country dinner buffet next door at the Carriage House. Raffle prizes and door prizes were drawn at the Awards Ceremony and during dinner.

We want to thank everyone from the bottom of our hearts who traveled to attend our show. We appreciate your attendance.

— Dee Bowes (FCA# 14995)
Tellico Plains, Tennessee





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FALCON LIFE DURING A PANDEMIC

As the COVID-19 pandemic upends our lives, our work, and our retirement plans, it also has affected our Falcon Club life. Two of our regional meets, BonTemps and Keystone, have been canceled due to the virus and some others surely hang in the balance. I'm an optimist and I am using this time to get things ready for Nationals in Dayton. I can't wait to see what everybody has accomplished in the last year in the updates to their cars. I am planning to be there and see you there!

Rules are shifting for what people can and can't do right now, but if you're like me, the Falcon is in the garage just waiting on a project to start. Our project is new power steering i our '64 and we're just waiting for some parts to arrive. The worldwide news is dismal. I believe it's time to look positively at what good things are happening amongst our membership. Starting on Instagram, Facebook, and other social medium, I began to search for and ask for photos and stories. Here is a photo journal of what I found and responses I have received. Thank you to all who responded. This has been so much fun!



Willie Lievanos is "Trabajando en mi futura 64." In English, he's working on his 1964 Futura.



James Cole is "Working on Lady Blue, need parts and wife will not let me go to the parts store. We are under house arrest (Shelter in place)."



Robert Ardy is working during this difficult time helping others.



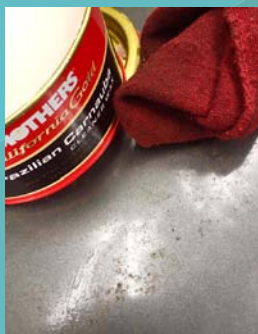
"Doing what I can" says Richard Roberts says about his Falcon wagon.

"Working on the interior
on my sedan delivery"
—Roman Chalupa



Andrew Hanshaw is working on getting new floors in his 1963 Falcon.

John Colwell, "I have been waxing my car so much that it's actually taking the red paint down to the primer, as you can see by this picture.



Below: Doug Tanner is getting ready to paint.



KarAnina Reeves has been "working hard on her Falcon for seven months. What a big change from Colorado in July."



Liberty Smith says about his Falcon Delivery, "Still a work in progress. 1961 Delivery I bought last April. I bought it from a gent in Mountain Home, Idaho. He had found and bought it in 2015 from someone in the high desert of Southern California where it had sat since 1982! He retired and moved to Idaho, brought it with him where it sat in a shed until Feb. 2019 when he decided to sell it. I found it on CL and jumped on it! I had been wanting one for 25 ish years and this one was only 60 miles away! We made a deal and I brought it home. It was surreal for sure! I have since pulled the 170 and FordOMatic out and installed a ISED 200 out of a 1978 Fairmont and a full Modern Driveline five-speed swap. Swapped to an alternator and replaced all engine bay wiring. The gent I got it from had already gone through the brakes and fuel system. It still has a ways to go but I plan to drive and work on it! I have spent a few glorious hours in a couple salvage yards looking for and finding parts and some eager internet browsing. Another one brought back on the road from a long time of neglect!"



Tony Starkweather says it's "Time for a 347."



John Howard fixed his Ranchero's brakes.



"Greetings from Argentina; I am assembling mine at 1/8 scale."
—Ariel Del Manzo

"We continue with the engine bay restoration by getting it completely cleaned out!"
—Ellie's Garage

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FALCON LIFE DURING A PANDEMIC

Continued from page 9



"Still daily driving it through the pandemic." —Mike Reed

"I am going to have to change out ignition switch. I think I am going to remove the driver seat to make it easy."

—John Roman



"Working on the EFI wiring to put this into my 1964 Sprint" —William Dennis Meudt



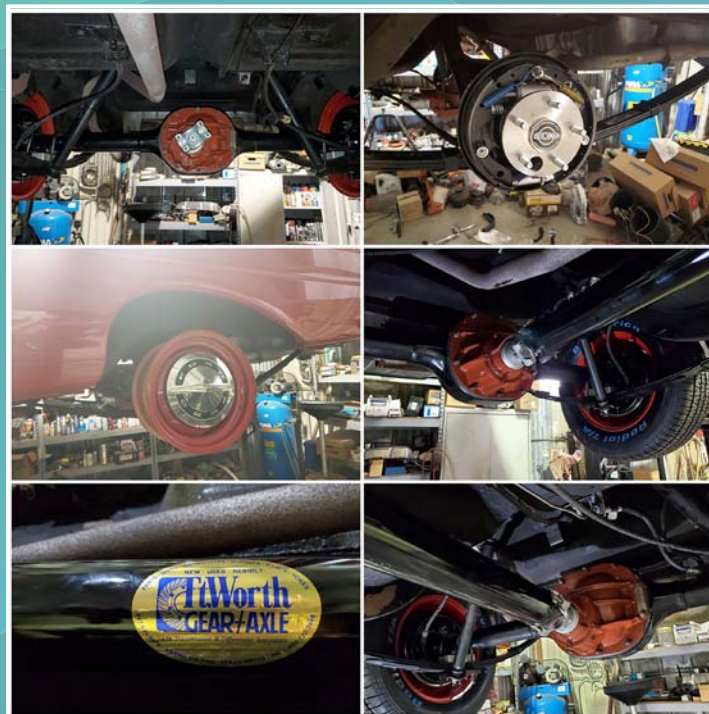
Nathan Leanhart

"My Falcon is at the fourth shop in three years. Trying to get the door latches, door windows, trunk latch installed. Then it has to be wired... Just the top of a long list."

—Joe Lovett



Michael Purcell is just chilling with his Falcon wagon.



Bill Pope has been busy!

"Installed new seat belts in the back seat, new kick panels with 6.5 speakers front and rear and a rebuilt by auto line Autolite 1100 carb. Almost made it to the trans shop to service my leaky Fordomatic but then we were quarantined...oh yeah looking for a Futura steering wheel; mine is so broken up the horn won't honk."

—Robert McLinden



"Still plugging away on my Ranchero." —David Ames



"I'm a nurse in Ocean City, NJ so I've been working, not hibernating. So I finally got my Falcon out today and did the oil change and a coat of wax. All ready for summer and hopefully Dayton!" Paul Leonetti

"I did some work a little earlier. I installed a Holley Sniper Fuel Injection system. Took off a Holley 750 double pumper and went with the EFI."
—Dutt LeJeune



"My Bird is under her own power for the first time in six years."
—Ethan Collins



Steve Dippert says about working on his 1966 Ranchero...

"In the last month I have been acquiring parts and getting things painted or upholstered. I'm restoring my 1966 Ranchero and as you may or may not know it is the model year of the hardest to find parts. I've had my bucket seats upholstered, acquired an old dash pad and had it re-upholstered. and then I will paint it red. I painted my new kick panels, arm rests, and visors. I'm getting ready to paint the interior of my car, dash, doors, and pillars. I bought new door panels and carpet. I also found a 1966 instrument cluster and sent it off to be restored which takes six months. I also found some used wheel lip moldings and a front bumper."

"I'm working on my 1964 Ranchero. It used to be my grandfather's. He bought it brand new off the showroom and it has been in our family ever since. My father got his driver's license in the Ranchero and has seen many drive-in movies with it. We recently (within the last six years) brought it here with us. We are in Pennsylvania and it was in Oregon. So far I've ripped the motor out, taken the front end apart, and sprayed the engine compartment. I'm also currently working on the floor to get it fixed. It's just my dad, my husband, and myself. I'm so excited to get it going. My goal is for August to get it driving again." —Sarah Jane



"Escaping the global madness with some work on the car. Heater and controls all hooked up and working well, gauges cleaned up and reinstalled. Charging the battery to fire up the engine and check for oil pressure gauge and antifreeze leaks. Need to dig out some 3M paint stripping abrasive wheels to clean up the steering wheel for fresh paint and maybe clear coat." Scott Thayer (FB "61 Falcon Inline 6 300 Turbo")



"I have someone working on my 260 engine. I'm really excited that it's coming together nicely."
—Dee Bowes

A ONE-OF-A-KIND FALCON?

BY SCOTT SIMPSON

In recent months, Falcon Club Internet Director Wally Tirado has been writing interesting articles examining low production Falcon models. I may have a truly one-of-a-kind Falcon, in that I don't think any others were built the same as mine.

First off, I should mention that my parents bought a 1962 Falcon Deluxe Fordor wagon when I was five years old. It was Oxford Blue with the Light Blue and Dark Blue vinyl interior. They kept it until 1969 when my mom was tired of having to roll down the rear window to open the tailgate. They sold it and bought a new 1969 Country Sedan Wagon with the two way rear door, and a 390.

My 1962 Falcon Fordor sedan was my first car, purchased for \$275 in 1974 when I was 17 years old. It had 95,500 miles on it at the time, and was in pretty decent shape. It was built in Lorraine, Ohio in July 1962 and sold originally in Chillicothe, Ohio in October 1962. I bought it outside of Circleville, Ohio. It may have never left the state in its first 12 years. I have no way of knowing.

As a high school kid, I didn't have any idea I would still own it 45 years later. The car did not have a radio, and had the radio delete panel. I cut the door panels to put speakers in, and drilled holes in the dash to mount first an eight-track tape player, and later added a cassette tape AM/FM stereo. I also drilled a hole in the fender to mount an antenna, and we didn't get it in the proper place I later found out. I used it all through college, traveling from Circleville, Ohio to Knoxville, Tennessee every few months. My



The Falcon's interior shown here sports red and white vinyl seats, white steering wheel, and chrome horn ring.

Notice the data plate shows a blank trim code and six-digit DSO code.



high school buddies called my car "the Millennium" as in the Millennium Falcon of Star Wars, as that was new at the time. I had a co-op engineering position as part of my schooling in Logan, Ohio for three summers during college. I drove the Falcon on the 80-mile round trip every day. By the end of school in 1980, the car had around 155,000 miles on it and my dad and I redid the rings and connecting rod bearings. I then bought a "winter beater" car and stopped driving it in the snow and salt. I moved to Wisconsin in 1982, and had the car repainted soon after. I found out about the Falcon Club

in 1983, and attended my first National Meet in '84 in St. Louis. Along the way, I acquired another set of door panels and seats from a fellow club member, and took out the radio and reinstalled the radio delete panel. I repainted the interior and added red carpet, which really jazzed up the interior.

I attended the Nationals for several years from 1984 to 1993, and that's when I figured out I had a rather unique Falcon. My Falcon is a standard trim

car. It does not have the Deluxe body trim and side moldings, or the fender top ornaments or the bright metal window frame trim. But it does have parts of a Deluxe trim interior. A full Deluxe trim interior includes the following:

- Choice of seven colors of pleated nylon or all-vinyl interior
- Color-keyed carpet
- Arm rests and ash trays front and rear
- Cigarette lighter
- Dome light with door activated courtesy switch
- Deluxe white steering wheel with chrome horn ring

There were also minor things on it, like chrome rear view mirror, and chrome strips at top and bottom of door panels.

My Falcon has the Deluxe White Steering Wheel with Horn Ring, and All-Vinyl Red and White seats and door panels. But it had a black rubber floor mat, no rear arm rests, no rear ash tray, no lighter, no door activated Courtesy Switch, and the mirror and metal strips on the doors are painted silver.

According to the sales literature I have, the Deluxe exterior and interior are a package. In other words, the seats and steering wheel are not available separately. Also, about 65% of Falcons were Deluxe models.

Another item is the car had the 16-hole Futura wheel covers when we bought it, but those could have easily been replaced along the way.

This car has a full DSO code on the door tag. It is 310510. 31 is the code for Cincinnati, Ohio. Also, the trim code on the data plate is blank. It should have 75 for vinyl and red or red and white, but it is blank.

So, how did this Falcon end up with parts of the Deluxe interior, but not all of it? Perhaps someone actually ordered this car as it was built, or perhaps they were just using up excess inventory near the end of 1962 model production. Could the trim code be blank because the car did not really have a standard factory interior trim package?

I have never seen another Falcon that has the “deluxe” seats and white steering wheel that did not also have all the other items above and the exterior chrome trim.

At the 2016 National Meet in Wisconsin, I parked next to a 1962 Tudor Falcon that had the same red and white interior as my car. It was a Deluxe trim car.

Are there any other Falcons out there that are similarly equipped? Does anyone else have a Falcon with a blank trim code? Does anyone know how Falcons could be special ordered back in the day?



Exterior view of the car, showing it is a standard trim car with no exterior trim.



Metal trim strips hold on the door panel. They are painted silver, not chrome, as on a deluxe trim car.



Door frames are painted with no stainless trim as found on a deluxe trim car.

While my car is a plain white Fordor, I've always liked the red and white interior, and most folks agree once they see inside. In fact, there is an article in the March 2018 Falcon News about regional FCA meets, and a photo of the interior of my car is one of the feature photos! It was taken at the Mid America Regional in 2017.

Next time we will explore what happened to this Falcon in the summer of 2019 and how I spent my summer without a Falcon!

—Scott Simpson (FCA #1502)
New Berlin Wisconsin

BY THE NUMBERS: 1966, 1967 AND 1968 FALCON PRODUCTION NUMBERS

BY WALLY TIRADO

I have become quite fascinated with Falcon production numbers. It all started while reviewing the production statistics of the Falcons on the FCA website. Some production numbers were actually inaccurate, others were not provided all.

I had the most fortuitous email conversation with John Gunnell the author of "Standard Catalog of Ford". He graciously provided me detailed production figures that included (Six vs. V8) engine production numbers of most Falcon models 1960-1968. This series of articles are a culmination of those conversations and my own research.

The production numbers for 1966 and 1968 are substantially different than previous known and published. These numbers have been verified from two different independent sources. It is believe the discrepancies in the sources

are based on the combined US and Canadian production. Canadian production cannot be verified at this time so purposes of this series only US production have been provided.

The following is the most accurate production numbers for 1966 through 1968 Falcons. The last time these numbers were published was in the April of 2005 issue of the Falcon News and without engine figures.

By the end of this series of articles, the production figures will be the most accurate to date. Please do not contact me in advance of the publication of the complete series; I am unlikely to have the complete numbers organized prior to publication.

—Wally Tirado (FCA # 5178)
Plano, Texas

Sources: "Standard Catalog of Ford, 4th Edition" by John Gunnell
"The Production Figure Book for U.S. Cars" by Jerry Heasley
"Ward's Automotive Catalog" 1967, 1968, & 1969

1966 FALCON PRODUCTION							
Body	Serial	Body Type			Six	V-8	Total
54A	11	Four-Door Sedan	Bench	Standard	26,105	1,373	27,478
54B	21	Four-Door Sedan	Bench	Futura	25,033	4,201	29,234
62A	10	Two-Door Sedan	Bench	Standard	32,088	1,286	33,374
62B	20	Two-Door Sedan	Bench	Futura	14,604	3,692	18,296
62C	22	Two-Door Sedan	Bucket	Sport	8,898	8,103	17,001
71A	06	Four-Door Wagon	Bench	Standard	10,484	1,999	12,483
71B	16	Four-Door Wagon	Bench	Deluxe	7,038	3,938	10,976
Total 1966 Falcon Production (Excluding Ranchero, Delivery and Econoline)							148,842

1966 Factory Equipment

	± Units	Percentage
Automatic Transmission	87,700	54.2%
Four-Speed Transmission	1,500	0.9%
V-8 Engine	26,900	16.6%
L6 Engine	134,900	83.4%
Radio	107,200	66.3%
Heater	153,200	94.7%
Power Steering	19,900	12.3%
Power Brakes	2,400	1.5%
Vinyl Top	5,200	3.2%
Power Back Window	5,300	3.3%
White Side Wall Tires (WSW)	89,600	55.4%
Tinted Glass Windshield	33,808	20.9%
Tinted Glass + WS	6,794	4.2%
Air Conditioning	10,353	6.4%
Bucket Seats	18,603	11.5%



1967 FALCON PRODUCTION

Body	Serial	Body Type			Six	V-8	Total
54A	11	Four-Door Sedan	Bench	Standard	12,481	1,073	13,554
54B	21	Four-Door Sedan	Bench	Futura	7,949	3,305	11,254
62A	10	Two-Door Sedan	Bench	Standard	15,352	730	16,082
62B	20	Two-Door Sedan	Bench	Futura	4,414	1,872	6,286
62C	22	Two-Door Sedan	Bucket	Sport	2,256	4,797	7,053
71A	12	Four-Door Wagon	Bench	Standard	3,889	1,714	5,603
71B	23	Four-Door Wagon	Bench	Deluxe	1,691	2,861	4,552
Total 1967 Falcon Production							64,384



Continued on page 16

BY THE NUMBERS:

1966, 1967 AND 1968 FALCON PRODUCTION NUMBERS



1967 54A

1967 Factory Equipment	±Units	Percentage
Automatic Transmission	52,500	68.6%
Four-Speed Transmission	400	0.5%
V-8 Engine	19,400	25.3%
L6 Engine	57,100	74.7%
Radio	53,900	70.4%
Power Steering	13,800	18.0%
Power Brakes	1,800	2.4%
Vinyl Top	3,100	4.1%
Power Back Window	3,300	4.3%
White Side Wall Tires (WSW)	43,000	56.3%
Tinted Glass Windshield	25,600	33.5%
Tinted Glass + WS	7,100	9.3%
Air Conditioning	7,800	10.2%
Bucket Seats	8,400	11.0%

1968 FALCON PRODUCTION							
Body	Serial	Body Type			Six	V-8	Total
54A	11	Four-Door Sedan	Bench	Standard	7,567	635	8,202
54B	21	Four-Door Sedan	Bench	Futura	2,616	1,503	4,119
62A	10	Two-Door Sedan	Bench	Standard	7,788	466	8,254
62B	20	Two-Door Sedan	Bench	Futura	1,310	659	1,969
62C	22	Two-Door Sedan	Bucket	Sport	787	1,276	2,063
71A	12	Four-Door Wagon	Bench	Standard	2,040	1,385	3,425
71B	23	Four-Door Wagon	Bench	Deluxe	775	1,606	2,381
Total 1968 Falcon Production							30,413

1968 Factory Equipment	±Units	Percentage
Automatic Transmission	28,600	68.6%
Four-Speed Transmission	—	0.0%
V-8 Engine	10,300	24.8%
L6 Engine	31,300	75.2%
Radio	29,900	71.7%
Power Steering	9,400	22.6%
Power Brakes	—	0.0%
Vinyl Top	1,300	3.2%
Power Back Window	1,800	4.3%
White Sidewall Tires (WSW)	20,200	48.5%
Tinted Glass Windshield	—	0.0%
Tinted Glass + WS	14,200	34.2%
Air Conditioning	5,200	12.6%
Bucket Seats	2,800	6.8%



1968 62C



1968 71A

KERRI'S 1967 FUTURA SPORT COUPE

Kerri Bauchspies (FCA #16168) of Tacoma, Washington owns this rare 1967 Futura Sport Coupe. She writes us that "In all the articles I have seen, I have not found another 1967 Futura Sport Coupe, but I'm going to keep looking." Thanks Kerri for sharing your photos with us.



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FALCONS FOR SALE



1967 Futura Sports Coupe, White/Red with Red interior, bucket seats and new carpet. NOS grille and tail light Buckets. Completely rebuilt '71 351 Cleveland V-8 with a new comp cams 268 cam and lifters, Edelbrock carb and powder coated intake. 5.0 Mustang T-5 trans with Modern Driveline hydraulic clutch actuator system, Ford Motorsports clutch, pressure plate and throw out bearing. Also has 1970 Mustang front disk brakes and a Borgeson power steering system. Ford Motorsports 17X8 chrome Bullitt wheels and 225 x 55 R17 BFG Traction TA tires. Tachometer and Custom Performance digital gauges. Very fun to drive! \$7,900. Dave Wagner, 423-243-3525. TN. 200404



1965 Ranchero Deluxe Project car, rebuilt factory 289, professionally recovered bucket seats, body work and paint complete, new glass f/r, lots more. More photos available. \$15,000. Call Mike, 931-561-2940. TN. 200499



1964 Falcon Futura, Pearl White with red and white interior, 347 CI stroker engine, Billet Specialties serpentine belt system. Tremec TKO five-speed transmission, rebuilt rear end with new positrac 325 ratio. New leaf springs with coil over shocks on rear. Professional built interior, bucket seats with console, Dakota digital dash with full gauges. Electronic radio in dash with CD changer in trunk. Disc

brakes in front, drum on rear, new tires on mag wheels. Garage kept with less than 2,500 miles since restoration. Price is \$34,000, Steve Alley 251-401-9862, Salley25@comcast.net. Additional photos available upon request. AL. 200416



1965 Falcon Ranchero V8, \$9,000. 1964 white Cyclone, buckets, console, V-8, \$3,900 (no motor or transmission). 1964 Caliente buckets, console, V-8, \$3,400 (no motor or transmission). 1964 wagon V-8 Villager, \$3,500 (hit in tailgate). Call or text Carlos Vera, 720-281-0940 or calicometcarlos@yahoo.com. CO. 200422



1964 Falcon two-door Sedan, 62A. Alabama car with 41,931+ original miles, Wimbledon White with brand new tan interior. 200 six, FordOMatic, all original sheet metal and glass. Repainted 30 years ago, not perfect but acceptable, new tires, fuel pump, fuel tank, exhaust, shocks and more. \$9,800. Danny Brown, 336-750-7733, FL. 200409



1964 Ford Falcon Sprint two-door Hardtop, totally restored, 260 engine with original motor and parts, C4 automatic transmission, new interior,

heavy duty sway bar, 14" BF Goodrich tires. Asking price: \$22,000 OBO. Contact Dean Ellyson, 530-301-5272 or kaitleellyson@gmail.com. CA. 200419



1963 1/2 Falcon Sprint Sport Convertible (76B) professional restoration, every system rebuilt, F-code 260 V8, four-speed, Corinthian White (M) with red interior (85A), rare factory power steering, very rare factory AC. All original OEM parts, correct bucket seats, console, wood-grained wheel, Sprint tach, new white top from original '63 Ford supplier, correct 13" wheels with OEM wire wheel covers, original Sprint air cleaner (not repo) new gas tank. Very rare OEM dash clock. This Falcon is a 1- and Hagerty values #1 Concourse at \$43,300. Listing on eBay and Hemmings at \$38,750 but FCA members at \$37,500! All the photos you'll ever need or get fellow FCA member in Dallas/Ft. Worth area to check it out for you. Tory, 214.668.0990, tsyvrrud@msn.com. TX. 200413

1963 Falcon Futura two-door Sedan, Body 62C. This car was one family owned and has 47,000 actual miles. It is maroon on the bottom with a Wimbledon White roof. It has a V8, 260, automatic, and power steering. It also has bucket seats with console and drives as new. The trunk area is as new. Can send pictures. NO RUST ever. \$14,500. Call Steve, 360-430-0143. WA. 200518

1962 Falcon Sedan Delivery project, RARE. Later model 200, "big" 3.03 three-speed w/floor shift, LR ¼ damage, price includes twi full L/R quarter panels \$2,995. 1963 Falcon four-dr Deluxe, project; 170/three-speed, OEM A/C, runs good, but has been sitting, floor rust, but complete, \$1,995. 1964 Comet 202 four-dr. wagon project; 170/three-speed, neat options including interior light group, remote control driver's mirror, plus the "M" gas cap. \$3,495. 1951 Ford two-dr. Sedan; Flathead V8, overdrive, rewired, lots of recent work, runs/drives good, needs paint/body work, some mechanical attention needed \$5,995 OBO Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net, 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 200524

PARTS FOR SALE

ALL NOS CoDZ-3047-A, upper control arm shaft kit, \$65. CoDZ-3350-B, steering arm and bushing, \$95. CoDZ-3049-A, upper ball joint spindle support, \$65. CoDZ-2128-A, wheel cylinder repair kit, \$5. CoDF-13304-A, turn signal plate, \$30. CoDZ-1126-B, rear brake drum \$130. CoDF-13206-B, front park/turn signal lamp housings, \$200 for the pair. CoDF-5630-C parklamp lens, \$24. CoDZ-3A130-A outer tie rod, \$35. CoDZ-3352-B steering arm and bushing, \$75. CoDF-11654-C headlamp switch, \$90. CoDZ-7210-B shift selector lever, \$55. CoDZ-9A586-A & B carb rebuild kits, \$60 each. CoDD-5A283-F, exhaust hanger, \$50. CoDF-12370-A, Autolite vacuum control, \$36. CoDF-13304-A, turn signal plate, \$30. CoDZ-9155-A, Autolite FG-4 gas filter, \$15. Much more. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 200507

Engines and Transmissions: 1964 Ford 260 V8 engine, needs to be rebuilt, \$300. Ford six-cyl engine #1, needs to be rebuilt, \$300. 1962 Ford Falcon two-speed automatic transmission, includes bell housing and torque converter, \$100. 1963 Falcon three-speed column shift transmission, includes bell housing, clutch plates, clutch and fly wheel hook up, pressure plate, \$300. Ford six-cyl engine #2, needs to be rebuilt, cleaned and new-

ly painted, includes new Summit racing carb, new spark plugs and wires, new coil, starter, fly wheel and flex plate, air cleaner housing, new air filter, \$600. Call Tim, 678-378-0266. GA. 200599

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly, \$300 pair. 1965 NOS headlight assembly, \$300. pair. 1964 NOS Falcon backup lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 backup lamp Kit, Part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint/ Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 196-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet, top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon gas cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet stainless steel dash trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front/rear, \$120. 1963 Falcon spears, perfect used, \$300. 1963 Falcon spears, driver condition, \$100. 1963 Falcon hood scoop, new chrome, \$145. Rare Valvoline bench mat, w/1965 Falcon Ranchero Monster truck on it, 20"x17", \$155. 1964-65 Falcon/Comet console bracket (Reproduction), \$125. 1963-65 Falcon/Comet stainless steel V8 motor mount heat shields, (Reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring (Reproduction), \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front/rear bumpers, \$165 each. Big block 3x2 setup, intake, carbs, linkage, air cleaner, filter, and more, \$2,100. Ford big block 2x4 setup, intake, carbs, linkage,

air cleaner, filter, 3,500. Ford small block 2x4 setup, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, Hertz lighters, patches, signed posters, more items, More NOS, Used And Scott Drake, Dennis Carpenter reproduction parts available, Call Vic Falcone, 518-355-7756; vfalcon64@aol.com. 200509

Parting '60-'65 Falcons. Good sheet metal, lots of trim, mechanical parts, etc. SPECIAL: Dismantling '63 Falcon convertible—no engine, transmission, or rear end. V8 car, minimal rust, all or part. Clear title. Call Steve, 360-430-0143. WA. 200518

Don Branson's 35 year collection of good used parts for 1960-69. All car parts (must take all), \$10,000. If sold separately: hoods, \$75; doors \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357; cell 636-357-8522 or email jlwbanson@mail.win.org. MO. 200408

1964-65 trunk locks with w/key(s), excellent to driver chrome, two keyed for your glove box lock as well, \$95-150 each, ready to install; good used door locks, all metal w/new keys '60-63 sedans/Ranchero/wagons; \$60 a pair; \$70 with ignition tumbler, three locks; \$90 w/glove box lock+bezel, total four lock set. 1960-61 Comet 13" full wheel covers: two sets, one very nice, one needs some work; \$40-\$80 per set of four; two to three sets of Deluxe/Squire full wheel covers, from good driver quality to NOS: \$40-\$200 per set of four depending on condition; '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four; five-bolt 13" wheels, \$50 each, set of five for \$200; 13" four-lug wheels 200, \$25 each, or \$100 for a set of five. 14" four-bolt wheels, \$60 each, or set of five for \$250. 13" wire spinner hubcaps #1 excellent-4 driver condition, \$110-\$550 per set. Six-cylinder dipsticks \$20 each; 1963 Sprint/Futura side trim: a full set, two arrows, two door strips, two quarter panel strips, Very Good driver quality, \$795, six pieces; 1963 quarter panel script, NOS and reproduction: \$30-75 each; 1964-65 Ranchero single side trim set

continued on page 20

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continued from page 19

minus the gas cap, \$595; w/NOS gas cap+new handle, \$795. Dagenham four-speed complete, bellhousing to yoke, w/shifter, nice handle and floor hump, out of a driver Falcon, works good, very complete, \$850; pedals, hardware and linkage available for a complete change-over as well; 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150-400 each. 1966 fenders and tailgates, \$100-400 each, bed trim w/snaps and w/o, \$395-495 per set complete. 1966 Ranchero front/rear bumper cores, \$150 each, also front/rear bumper brackets \$100 per set. 1966-70 clutch/brake pedal sets, complete, \$200. 1966 Ranchero miscellaneous interior trim and badges, \$5-50. Old fashioned horsepower: one pair 302 V8 C8OE heads, \$200, one pair 351 C9OE V8 heads, \$350. Six cylinder exhaust manifolds, good used, correct numbers: CoDE, C1DE, C2 DE, C3DE, \$95.00 each. 1961 grilles, driver quality to NOS \$150-400. Remanufactured generators for 260 V8, still in their boxes, \$195 each. Good used 6 cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960-61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each; Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to convert a stick shift to floor shift, \$85 each. Good used 2.77 three-speed transmission, \$200; (two) 3.03 narrow pattern three-speeds, \$175 each. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email lenkellogg@lpbroadband.net, 970-593-1964, or visit us at www.kelloggsgarage.com. CO. 200524

Ford Falcon doors, left/right door for convertible, \$200 per door. Falcon 13-inch, four-lug wheels, more than eight wheels, \$30 per wheel. One large box of many 1963 Falcon tail lights, lens and chrome, \$200. One large box of many Falcon chrome trim pieces, \$200. One large box of many instrument panels and glove boxes, \$200. One Chrome Ford 260 V8 valve cover, one only, \$30. 1963 Ford Falcon wire wheel hub cap, set of four, \$200 for the set. 1962 Falcon automatic drive shaft, \$100. 1962 Ford Falcon rebuilt rear differential, \$250. Call Tim,

678-378-0266. GA. 200599 Used performance radiator for 1963 Ford Falcon, fully functioning condition, no known leaks, problems or issues, minor fan rash and bumps from use, with cap, \$120; Ring and pinion gear set for 8.7 Ford Rear C9AZ-4209-C, for the rare 8.7" rear end, complete with shims, highly desirable 3.07 ratio, may fit: WER-AC of '73-'77 Ford Granada, Mercury Monarch and Lincoln Versailles, \$135. Original '86-93 Ford aluminum manual trans bell housing E6ZR-6394-AA, fully functional, with minor cosmetic blemishes, just removed from vehicle, clutch eyelet tab had been trimmed to fit in a Falcon, but remains fully operational \$80. Items worked fine when pulled from vehicle; photos available; all good used, uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 200429

Parts for 1964 Falcon, 260 cubic inch, complete motor and transmission, C2 includes generator, starter, carburetor. \$400 OBO. John, 203-494-7817. CT. 200499

NOS 1960-1963 Ranchero right rear quarter panel, CoDB-6627846-E, \$900. NOS 1969-1970 right front fender, \$375. No shipping. Brian Gatzow, 262-781-5392. No texts, bdgtzw@aol.com. WI. 200599

If you need parts for 1960-65 Falcons, I might have them—hoods, doors, fenders, tail lights, chrome, plus full set for 1965. I have door hinges, window cranks hubcaps, station wagon curved side windows, a real nice 1965 Mercury Caliente grille, nice 1965 Mercury Comet tailgate with huge chrome. Lots more. Bob, 806-683-3550. TX. 200599

From an original '64 Fairlane 260, good used condition: Autolite 2100 1.01 C4OF-AK carburetor, 1.01 Venturi, fully functional, 1.01=240 CFM, comes with OEM aluminum spacer block \$85. Pair exhaust manifolds w/surface rust, driver side has broken and missing flange/stud, passenger side appears to have had a repair to broken flange/stud, passenger side has heat stove, \$15. Four-blade Radiator Fan C2OA-8600-B, 17-1/2" diameter, standard steel blades, center hub hole 5/8" diameter, straight, no heavy rust,

no cracks, believed to be Ford PN C2OA-8600-B, comes with spacer, which appears to be aluminum and may be Ford part number C2OZ-8546-D, \$55. Generator Assembly C2OE-10039, unrestored and untested, includes generator core, flexible shield and brackets \$190. Items worked fine when pulled from vehicle; photos available; all uncleaned condition for full disclosure; buyer to verify applications and pays shipping. Chris Parsons, indeoconfidimus@gmail.com, NJ. 200429

PARTS WANTED

Falcon 289 HiPo Exhaust Manifolds, Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 200509

1963 Falcon Delux two-door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. 200504

1962-63 Falcon Squire Wagon side and tailgate trim. Call Dennis Chenier, 503-997-2384, toymaker@comcast.net. 200507

MISCELLANEOUS

Attention fellow Texas Falcon owners and members if you are seeking a single or a pair of 1964 Texas license plate for your car, PM me and I may be able to assist in your quest. I have a cache of six single plates and six (YOM) pairs of plates for that hard to find year. James at jacoll87@yahoo.com. 200413

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PROPOSED BY-LAWS AMENDMENTS • DRAFT 02-12-2020

PROPOSED ADDITIONS

PROPOSED DELETIONS

4.5 Duties, Responsibilities and Powers of the President, Vice President, Recording Secretary and Treasurer are as follows and as set forth in more detail in the Officer and Director Handbook.

4.5.1 President/**Chair of the Board**

- 4.5.1.1 General Charge and Supervision of the activities of the FCA
- 4.5.1.2 Improvement of the FCA through increased publicity, activities and status.
- 4.5.1.3 Coordination of the FCA functions with other clubs as required.
- 4.5.1.4 Promote FCA social activities.
- 4.5.1.5 Chairs Board of Directors meetings, Officers Meetings and Business Meetings.
- 4.5.1.5 Chair Officers Meetings and Business Meetings.
- 4.5.1.5 Chair Board of Directors meetings, Officers Meetings and Business Meetings.**

4.5.2 Vice President/**Member of the Board**

- 4.5.2.1 Serves as an alternate for the President in the President's absence.
- 4.5.2.2 Assists in implementing FCA policy.
- 4.5.2.3 Chairs special committees as appointed by the Board of Directors.

4.5.2.3 Chairs special committees as appointed by the President.

Submits quarterly reports to the President, Board of Directors and Regional Directors.

4.7 Duties, Responsibilities and Powers of the Board of Directors are as follows:

- 4.7.1 Manage the activities and affairs of the FCA and resolve issues brought to its attention by the President or Vice President.
- 4.7.2 Hold annual, regular or special meetings.
 - 4.7.2.1 Plan and conduct annual meeting at the National Meet.
 - 4.7.2.2 Ensure a quorum of a majority of Directors then in office I.s in attendance for conducting FCA business.
 - 4.7.2.3 Select a chair and secretary for each meeting. The chair and secretary may be the same person.**
 - 4.7.2.4 President and Vice President shall attend Board meetings if they are available but shall not be entitled to vote.**
 - 4.7.2.5 May conduct a Directors only meeting.**
- 4.7.3 Through the President,** Grant or assign additional duties, responsibilities and powers to the elected, appointed, and volunteer officers. These duties, responsibilities and powers will be enumerated in the Officer and Director Handbook.
- 4.7.4 Approve the terms and the form of contracts to be entered into by the FCA and contractors.

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FALCON LIFE DURING A PANDEMIC



"Finished the suspension on my '63. Triangulated four link on the rear with ride tec coilovers, and Shelby dropped the front and cut the coil spring down a bit. Still needs a alignment." —Jacob Sparks



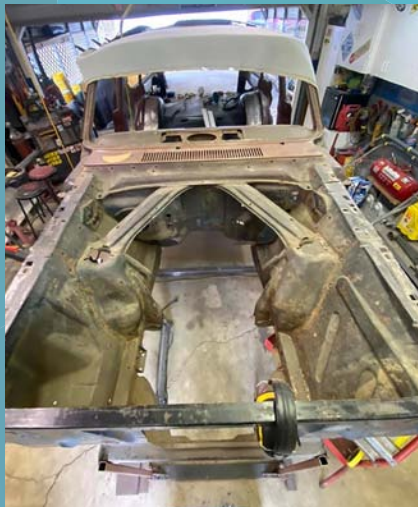
"Working on our 1965 Sprint CV project, slowly making progress" —Chuck Beason



"Installed the custom hood I built for my 1965 vert. I've always liked the '67/'68 Mustang hood directionals. So, I decided my Falcon would look cool with them." —Karl Clark



"Painted the engine bay yesterday. GM Reconditioning paint is pretty nice and easy to spray." —Fernando Daniel Bobeda



"Looks like stuff is starting up again. Making room." —Frank Tankalavage



"Stay Safe Folks!" —Kenneth Rockey



"Working on my charging system." —Kenny Brocker



Justin Gregory



"Just moved my 1965 model H back to first shop, second shop out of business due to COVID-19. Still hoping to make the big show in Dayton." —David McDaniel



"My three year build is getting done during my quarantine time." —Robert Founts